

The Hongkong Telegraph.

No. 2835

TUESDAY, MAY 5, 1891.

SIX DOLLARS
PER QUARTER

Banks.

THE NEW ORIENTAL BANK
CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL £500,000.

LONDON:

Head Office: 40, Threadneedle Street,
West End Office: 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,
Issues Letters of CREDIT, forwards BILLS for
COLLECTION, and Transacts Banking, and
Agency Business generally, on terms to be had
on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.

ON CURRENT DEPOSIT ACCOUNTS
3 per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager.

Insurances.

£1,000 STG. Payable at Age 55, or
at death if previous—may be secured by
a payment at the rate of—
£ 7 7 6 per quarter if commenced at age
(n.b.)
£ 8 14 2 20
£ 10 11 2 25
£ 13 4 10 30
£ 17 15 8 35
£ 22 12 6 40
£ 27 12 6 45

AFTER the Policy has been three years in
force—the Policy-holder will be entitled to
receive on application a Free Paid-up Policy
for proportionate amount of the Sum Assured,
as explained in Prospectus, should he wish to
discontinue payment of premiums.

ADAMSON, BELL & Co.,
Agents, Hongkong
982-2] STANDARD LIFE OFFICE.

SOUTH BRITISH FIRE AND MARINE
INSURANCE COMPANY OF
NEW ZEALAND.

THE Underwritten are prepared to accept
FIRE AND MARINE INSURANCES on
favourable terms.
Current rates and a guaranteed Bonus equal
to that paid by the local Offices.

GEORGE R. STEVENS & Co.,
Agents,
No. 2, Queen's Road, Hongkong.
Hongkong, 11th March, 1891. [154]

GENERAL LIFE AND FIRE
ASSURANCE COMPANY IN
LONDON.

THE Underwritten having been appointed
Agents for the above Company, are pre-
pared to ACCEPT RISKS against FIRE and
LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,
Hongkong, 1st July, 1890. [166]

THE EQUITABLE LIFE ASSURANCE
SOCIETY

UNITED STATES.

RUSSELL & Co.,
Agents,
Hongkong, 14th November, 1890. [1567]

NOTICE.

THE MAN ON INSURANCE COMPANY
LIMITED.

CAPITAL SUBSCRIBED £1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD, WEST,
Hongkong, 1st February, 1891. [1216]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED.)

CAPITAL, RESERVE FUND, £333,333-33-33.

RESERVE FUND £318,000-00-00.

BOARD OF DIRECTORS.

LEE SING, Esq. LO YUEN MOON, Esq.
LOU TAO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES on all parts of the
world.

HEAD OFFICE, 8 & 9, PRINCE STREET,
Hongkong, 17th November, 1890. [1450]

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GLAMORGANSHIRE"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby requested
to send in their Bills of Lading to the
undersigned for countersignature, and to take
immediate delivery of their Goods from along-
side.

Cargo impeding the discharge of the Steamer
will be at once landed and stored at Consignee's
risk and expense, and no Fire Insurance will be
effected.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

All claims against the Steamer must be sent
in immediately.

ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th May, 1891. [1678]

Intimations.

FURNISH THROUGHOUT

AT THE

HONGKONG TRADING CO., LTD.

THE LARGEST AND MOST CONVENIENT

FURNISHING ESTABLISHMENT IN HONGKONG.

CABINET FURNITURE,

BEDSTEADS, CARPETS,

HOUSEHOLD LINENS,

LACE CURTAINS, CHINA, CUTLERY, &c., &c.

ALL READY FOR IMMEDIATE USE.

PRICES WILL COMPARE FAVORABLY WITH ANY HOUSE IN THE EAST.

NEW PREMISES.

COLONIAL HOUSE.

Hongkong, 10th April, 1891. [1368]



— HOCKS —

LAUBENHEIM.

GRAACHER.

BODENTHAL.

NIERSTEIN.

STEINWEIN.

HOCKHEIMER, 1874.

SPARKLING MOSELE.

SPARKLING HOCK.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

Hongkong—18, Queen's Road.

LANE, CRAWFORD & CO.

FOR SALE.

RAIN COATS, CHAIR APRONS,

LEGGINGS.

— UMBRELLAS —

DOUBLE-SOLED WALKING BOOTS,

WATERPROOF DRESSING for BOOTS.

LANE, CRAWFORD & CO.

Hongkong, 18th April, 1891. [139]

CRUICKSHANK & CO., LD.,

FAMILY AND DISPENSING CHEMISTS,

Commission Agents.

KOLA—CHOCOLATE.

SPECIALLY suitable for delicate persons, invalids, dyspeptics, brain workers, travellers,
sportsmen, athletes, and in all other instances where a nourishing and sustaining food is a
necessity.

M. K. HARGREAVES, MD.

GRANT'S SCOTCH OAT FLOUR.

A Special preparation from Finest Scotch Oats for Infants and Invalids.

SOLD IN TINS, 50 CENTS EACH.

Hongkong, 7th April, 1891. [17]

KELLY & WALSH, LD.

AYRE'S CHAMPIONSHIP TENNIS

BALLS of 1891 manufacture.

Salter's Black Gut Tennis Balls.

Slazenger's "The Demon" and "Special Demon

Ball."

Law Tennis Presses.

Tape Measures for making out Courts.

A fine selection of Dog Collars.

New Menu Tablets.

Plain and Gilt Edge Squeezers.

Dougherty's Indicator Cards.

Cheap Playing Cards for Clubs.

Foster's Self Teaching Whist Cards, by means

of which any one may acquire not only a

knowledge of the game, but a proficient

Scientific player.

Poker Chips and Counters.

Whist Markers.

SWEET CAPORAL CIGARETTES.

KELLY & WALSH, LIMITED,

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 14th April, 1891. [17]

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

OPPOSITE HONGKONG HOTEL.

OUR Stock of Seasonable Goods is now complete in all the newest MATERIALS, comprising
a large variety of DRESS SUITING from 30 upwards. TWEEDS for SUITS,
ULSTERS and INVERNESS CAPES, CORDS and ELASTICS for RIDING and SHOOTING
BREECHES and LEGGINGS.

EVENING DRESS SHIRTS, COLLARS, TIES, GLOVES, SILK, LISLE THREAD
and CASHMERE, SOCKS, PATENT LEATHER PUMPS and SHOES, &c., &c.

ROBERT LANG & Co.
Hongkong, 9th January, 1891. [156]

W. BREWER

HAS JUST RECEIVED

OLIVER Wendell Holmes' Works, complete

Year Book of Medical Treatment, 1891.

Book's in Darker England, cheap ed.

Cyclopedia of Classical Quotations 9 vols. \$375

Venilation by Buchan.

Romer's How to find the Stars.

Encyclopedia of Whist.

Cyclopedia of Polo, Walker, and Clay on Whist.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 14th April, 1891. [159]

Intimations.

NOTICE.

THE GOVERNOR and Lady DES VŒUX
will be glad to receive at Government
House TO-MORROW, the 6th May, between
the hours of 4 to 6 p.m., all those who wish to
bid them farewell.
Hongkong, 2nd May, 1891. [1666]

TREASURY NOTICE.

THE RATING ORDINANCE, 1888.

THE VALUATION LIST for VICTORIA
for 1891-92 is open to inspection, at the
Treasury for Twenty-one Days, commencing
from MONDAY, the 4th May. Extracts may
be taken.

This Valuation will be in force from July 1st,
1891, to June 30th, 1892.

The last day for appeal to the Supreme Court
will be May 23rd. Besides lodging a Formal
Appeal in the Court, stating the grounds of such
Appeal a copy of such notice must also be sent
to the Assessor on or before that date.

The Valuation Lists for the Hill District,
Kowloon and the Villages will be open to
inspection later on, of which due notice will be
given.

Where the Valuation of any Tenement has
been altered from that now in force, the Assessor
has sent notice of such change to the Owner, if
his address is known, or if not, to the Occupier,
with a request that he will hand the same to the
Owner. The omission to serve such notice does
not invalidate the Rate, or form any excuse for
not appealing against any Assessment, within
the prescribed time, viz. My 4th to May 23rd,
1891. All Owners or Occupiers interested in
rateable property should therefore inspect the
Rate Book within this period.

ARTHUR CHAPMAN,
Assessor.

Hongkong, 1st May, 1891. [1657]

NOTICE.

THE SHAMEN HOTEL AND LAND
COMPANY, LIMITED.

THE OFFICE of the above named Company
has been temporarily REMOVED to
No. 5, PEDDER'S HILL,
where all communications respecting the Com-
pany's business should be addressed.

By Order of the Board of Directors,
R. FRASER-SMITH,
Chairman.

Hongkong, 4th May, 1891. [1675]

THE HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE.

THE Certificate of 25 Shares in this Company
numbered 11224/11225, standing in the
Register in the name of Mr. F. B. JOHNSON,
having been LOST, notice is hereby given that
a New Certificate for the said 25 Shares will be
issued fourteen days hence, and that the original
certificate, unless produced within that period,
will thereafter be held by the Company as null
and void.

D. GILLIES,
Secretary.

Hongkong, 4th May, 1891. [1676]

HONGKONG JOCKEY CLUB.

HONGKONG DERBY, 1891.

THE WEIGHTS for the above RACE will
be weight for inches, not 10st. 10lb. as
heretofore.

E. H. CORE-BRITH,
Clerk of the Course.

Hongkong, 17th March, 1891. [1443]

J. & R. HARVEY & Co.,

DUNDEE, DISTILLERS, GLASGOW.

Established 1770.

SCOTCH WHISKIES.

Finest Pure Malt Scotch Whisky.

O.H.M. Old Highland Malt Whisky.

F.O.S. Fine Old Scotch Whisky.

V.O.S. Very Old Scotch Whisky.

Messrs. HARVEY & Co.'s Pure Malt

Whiskies have for over fifty years com-
manded the largest sale in the English Ma-
ket of ANY WHISKY made in Scotland, and
being thoroughly matured in Sherry Wood are
very mild and mellow, and are confidently
recommended where a Pure, Wholesome Spirit
is desired.

Over one million Gallons produced annually

For Prices and Samples, apply to

G. RENNIE STEWART,

12, D'Agular Street, Hongkong.

Sole Agent for China and Japan.

Hongkong, 28th August, 1890. [169]

NOTICE.

GRIFFITH'S PHOTOGRAPHIC ROOMS

1, Ice House Road are suitably lighted to

produce all styles of Portraits in any weather.

CABINETS from \$5 a dozen.

CARTES DE VISITE from \$3 a dozen.

LIFE SIZED BUSTS in Colour, or Black &

White.

IVORY MINIATURES, &c., &c.

NEW VIEWS OF HONGKONG and the

Coast Ports are always ready.

Hongkong, 24th September, 1890. [143]

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the
above Ports TO-MORROW, the 6th instant,
at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, 4th May, 1891. [1669]

FOR NEW YORK.

THE Steamship

"ALBANY,"

Captain Hood, will be despatched on or about
the 20th inst.

For Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th May, 1891. [1671]

Shipping.

STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP
COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship

"PHRA NANG,"

Captain W. H. Walton, will be despatched for
the above Port on THURSDAY, the 7th inst.,
at 10 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 4th May, 1891. [1673]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

A. Hunt, Commander, will be despatched as
above on FRIDAY, the 8th inst., at 10 A.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.

First Class Saloon and Cabin are situated for-
ward of the Engines. Second Class Passengers

are Berthed in the "Poop." A Refrigerating

Chamber ensures the supply of Fresh Provisions
during the entire voyage. A duly qualified

Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th May, 1891. [1610]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA,
via INLAND SEA.

THE Steamship

"MONMOUTHSHIRE,"

Captain Cumby, will be despatched as above
on or about the 10th inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 4th May, 1891. [1671]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA,
via INLAND SEA.

THE Steamship

"TARTAR,"

Captain Bailey, will be despatched as above, on
or about the 10th inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 2nd May, 1891. [1667]

STEAM TO STRAITS AND BOMBAY.

(Calling at Colombo if sufficient inducement
offers.)

THE P. & O. S. N. Co.'s Steamship

"LOMBARDY,"

Captain F. Cole, will leave for the above places
on TUESDAY, the 12th instant, at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 4th May, 1891. [1670]

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
DISPENSING CHEMISTS, &c.CHEMISTS AND AERATED WATER
MANUFACTURERS.

A REFRESHING WHOLESOME DRINK.

DAKIN'S
LEMON SQUASH.
A VERITABLE LEMON SQUASH
AERATED, COOLING, THIRST
QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL,
Hongkong, 4th May, 1891.

BY APPOINTMENT.

WINES AND SPIRITS.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.Our New Factory has been recently refitted
with automatic Steam Machinery of the
latest and most approved kind, and
we are able to supply in
quantity with the best.The purest ingredients only are used, and the
utmost care and cleanliness are exercised
in the manufacture throughout.
LARGE BOMBAY
"SODAS"We continue to supply large bottles of
heretofore, free of Extra Charge, to those of
our Customers who prefer to have them to the
ordinary size.COAST PORT ORDERS,
whenever practicable, are despatched by first
steamer leaving after receipt of order.
FOR COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and Emplies
when received in good order.
Counterfeit Order Books supplied on applica-
tion.Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus
will receive prompt attention.The following is a List of Waters always
kept ready in Stock:—
PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SALTZETTER WATERLITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.No Credit given for bottles that look dirty,
or grubby, or that appear to have been used
for any other purpose than that of containing
Aerated Water, as such bottles are never used
again by us.A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila.

BIRTH.

At No. 8, Whangpoo Road, Shanghai, on 1st
May, the wife of Captain W. G. BUCHANAN, of a
son.

DEATH.

At Shanghai, on the 28th April, REGINALD
DIOSY STARKY, aged 48.

The Hongkong Telegraph.

HONGKONG, TUESDAY, MAY 5, 1891.

TELEGRAMS.

GREAT BRITAIN AND PORTUGAL.

LONDON, April 25th.

It has transpired that the Portuguese Govern-
ment yielded to Lord Salisbury's demands in
consequence of his despatch being a sharp
ultimatum.The situation of Portugal continues critical,
and grave internal troubles are feared.

PROTECTION IN FRANCE.

There is a great movement in France against
the extreme protectionist views of the Committee
of the Chamber of Deputies.

(From the Choya Shimbun.)

RUSSIA AND JAPAN.

St. Petersburg, April 19th.

The Czar has given his sanction to Japanese
Treaty revision on the basis proposed by the
Cabinet.

April 20th.

The Czar has also given sanction to the draft
of a Commercial Treaty with China.

LOCAL AND GENERAL.

H.M.S. Rattler returned to Shanghai from
Hankow, on the 1st inst.Six F. WILD left Singapore by the Messageries
Maritimes steamer Melbourne on the 28th ult.A report of the Shanghai Race Meeting is
"crowded out" of this issue. Several other
important items are unavoidably held over.THE French squadron, comprising the Trom-
phant, Inconstant, and Vipere, left the harbour
this morning for Amoy.We note the arrival, on a tour round the world,
via Australia, of Mr. Charles Longfellow, the
only son of that most graceful of poets.The returns of the number of visitors to the City
Hall Museum for the week ending May 3rd, are:—
Europeans 192, Chinese 1,996; total 2,188.We read in a Java paper, that a first violinist
from the Batavia staff band has been engaged
by the Stanley Opera Troupe. The "Awfuls"
ought to do wonders now.Mr. C. V. Cress, Governor of British North
Borneo, and Mr. Cress, have arranged to leave
Singapore for a trip to England by the Ocean
Co's steamer Hector on the 3rd inst.At the Ngan-sun mine, Tourane, on the 24th
ult., a box of dynamite exploded, wounding an
engineer named Riviere and an overseer named
Boulton so grievously that they died the same day.THERE will be a reception at Government House
to-morrow. An address from the members of
the Civil Service will be presented at 10 a.m.,
and another from the members of the Educational
staff subsequently.Mr. E. W. Maitland, Hon. Treasurer of the
Allotment Hospital, begs to acknowledge
with thanks the following donations to the funds
of the hospital:—"A Friend".....\$ 10
"Westmorland".....10
C. L. de Souza, Esq.....1The Band of the 1st Argyll and Sutherland High-
landers will play the following programme at
the Officers' Mess this evening, commencing at
7.45 p.m.:—March....."Militaria".....Gounod.
"The March"....."Militaria".....Gounod.
"The March"....."Militaria".....Gounod.
"The March"....."Militaria".....Gounod.At the Police Court to-day, James Peters,
master of the British steamer *St. James*, was
summoned at the instance of Police Sergeant
Harkin for unlawfully carrying 94 passengers in
excess of the number allowed by his port clear-
ance on the 22nd April last. The case was
remanded for a week, the defendant depositing
\$150 bail.CHOLERA has made its appearance at Batavia,
and at Tanjong Priok, the new harbour of
Batavia, much fever prevails, especially on
board vessels in port. From Sourabaya, of late,
there have been heavy exports of sugar to
Hongkong, according to a Java correspondent,
and two steamers have been laid on between
these two ports for the purpose of furthering the
trade.A MEETING of the Justices of the Peace was held
at the Magistrate's Court this morning to consider
the application of Mr. Robert Lherwoud for a
spirit license for the Mount Austin Hotel. There
were present—Mr. A. G. Wise (Chairman), Mr.
R. C. Wilcox, and Mr. W. B. M. Arthur, clerk.
Mr. Wotton of Messrs. Wotton and Deacon,
represented the applicant. The chairman asked
if there were any objections. Mr. Wilcox said
he had none; and the application was granted.OUR exchanges from Tonquin bring further
news of the increasing activity among the rebels,
or pirates, as they are variously called. The
smaller bands have been mainly broken up, but
the larger ones are growing daily, and being
well-armed with repeating rifles as a rule,
probably by the Chinese Government, who favor
their cause, are assuming a threatening attitude.
Only the opportunity is wanting for the ex-
-King Ham-Ng's flag to be again raised, and for
Tonquin to again become the scene of general
warfare—in the meantime most of the
French soldiers have been sent home.SLAVE trading has not yet become a thing of
the past in Java and the neighbouring islands,
despite the efforts of the Government to root
out the evil. In Lombok, for instance, the chiefs
and men of influence are still in the possession of
slaves. They are imported from inland lying
further to the East, and include Papuans who,
however, do not live long owing to home sick-
ness. Sometimes, the people of Lombok
themselves are sold into slavery when they
happen to fall under the displeasure of their
Rajah. In Java itself, disguised slave dealing
is carried on, especially in coolie recruiting for
Dell.Says the Straits Times of April 27th—"The
definite news of the expected vacancy in the
Governorship of Hongkong, which is to be
filled to-day, is now seven days old in Hongkong,
and in fact about that time since the
rumour in Singapore that Sir Cecil
Clementi Smith would go to Hongkong as
Governor. We are able to say, authoritatively,
that that rumour is absolutely without truth,
and without any foundation. Sir Cecil
desires and expects to serve out the term of
his appointment in the Straits. Perhaps Sir
Frederick Napier Broome, recently Governor of
Western Australia, may go to Hongkong, or,
at all events, he will probably be provided for in
any shuffle of appointments that may be made."ANOTHER fatal shooting case occurred this
morning through the reckless use of fire-arms.
About 8.30 a.m., whilst the boys attending St.
Joseph's College were assembling in the school-
ground, two scholars named T. McBean, aged
12, and H. Leary, aged 13 years, were playing
with a saloon rifle belonging to a boy named
Fid. Leary, who was pointing the rifle at a bird,
when it was started to see the weapon go off, the bullet
struck McBean's breast. The latter at once
fell dead. The body was taken to the Govern-
ment mortuary, where a post-mortem examina-
tion was made this afternoon, the inquest being
fixed for to-morrow afternoon. The deceased
was the son of the late J. McBean, for many
years ballist and interpreter at the Supreme
Court. This morning at the Police Court before
Mr. Wise, Leary was formally charged with
causing the death of McBean, and the case was
remanded till Thursday, bail being accepted in
the sum of \$50.THE Netherlands India Government puts its
foot down wherever possible on exclusive dealing
by Chinese. A case in point is reported from
Pontianak on the West Coast of Borneo, where
a number of Chinamen had banded themselves
into an Association for which they sought official
recognition. The Articles of Association set
forth that the society aimed at discussing com-
mercial matters, the encouragement of trade,
and the furtherance of social relations. The
Resident of the province found on searching
inquiry that the Association really aimed at
forming a union of Chinese traders, who should
bind themselves to buy produce from the people
of the country, only at prices fixed by the
Society. The Governor-General consequently
refused permission for the establishment of the
association. The refusal will not damp the
Chinese and they will try some other way of
gaining their ends. They have, however, been
naturally to the disadvantage of buyers. No
Government action can counteract that.TWENTY-two steamers, with an aggregate
registered tonnage of 24,110, were entered at the
Harbour Office yesterday, of which fourteen,
representing two-thirds of the total tonnage, were
British.At the Police Court this morning, before Mr.
Wise, Hu Wa, a shopman, was charged with
unlawfully wounding Wai Fu, with a revolver
yesterday afternoon. The complainant being
absent the case was remanded for a week, the
defendant being allowed \$50 bail. The affair,
which we reported in our last issue, was appar-
ently purely an accident, and yesterday after-
noon the man's depositions were taken at the
Allotment Hospital, to which institution he
was removed. The bullet has entered the breast
and imbedded itself in the right lung, and last
evening the injured man's friends removed him
to his home in Chinese Kowloon.THE Times, speaking of the prospects in the
Soudan, remarks in a gloomy way that the
Mahdi's power has been completely broken, and
consequently "a large market for Manchester
goods has been opened." It was ever thus.
England went to the Soudan to Christianise
the lost heathen and civilise him, and having
got there she merely trades off the old slop
about with the glaring stripes on the tail, and
if the Arab won't buy that garment, he is
sent to bed in a state of insurrection. The
talk about the spread of Christianity is too
thin, for no Moslem ever yet became a Christian;
but if the market for Manchester goods is opened
nobody cares whether the Arab is converted or
not. But merely for the sake of appearances the
British parson rises with a stationary glass in
hand, and states that a great
work is in progress, and that the seed has been
sown in the beloved "brown boulder" who once
lingered in a chain, but who now can be
seen for dust as he spurts along the road for
Zion; and crashes heavily on the shingle of the
New Jerusalem.We hear that large numbers of Chinese traders,
stevedores not excepted—clerks employed in
native shipping firms, to say nothing of several
coolie guilds, the members of which are employed
in the loading and discharging of vessels in this
port, have already a held meeting with a view to
demonstrating the force which a permanent
Sunday Rest Government should take. Some are
in favour of building a pagoda, others desire to
a new wing to the Tung-wa Hospital, while
others have declared themselves in favour of
preparing an elaborate gilt scroll, richly orna-
mented, enclosed in a silver case. Of course
the Chinese memorial will not be ready prior to
the Governor's departure, but we understand
steps will be taken to forward it—should the
later be finally decided—upon his Excellency
through the Administrator. From this it will
be manifest that the opposition to the cessation
of necessary work on Sundays is not
emanating from non-believers supported by the
Chinese, who will, of course, appreciate a day of
rest just as much as foreigners.RICE from Yangtze grain ports—Wuhu and
Chinkiang—still continues to pour into Canton.
It is imported chiefly by the Chinese authorities
who, with a degree of forethought hitherto
unknown in the annals of foreign trade, desire to
check the operations of a powerful "ring" of
grain merchants, bent upon forcing the price of
the staple of life up to fabulous prices upon the
poor. Indeed, the rice which has been imported
from Canton, of which only three thousand
bags were on Government account. Prices, owing to
the wise policy adopted by the Canton authorities,
are now only moderately high, say \$2.45 per
picul for "firsts," \$2.25 for "seconds," \$2.18 for
"commons," and \$1.90 for "inferiors." There is,
of course, every prospect of a continuance of the
drought now prevailing, and if that misfortune
should come about then the spring crops will be
ruined, and grain, despite the vast stores of the
Government, will run up thirty or forty per cent.
by the middle of the ensuing summer. Even
now, and the rice which is imported from this
city and Canton, as well as the rice in Swatow,
Amoy and Foochow (where last year's drought
ruined the autumn crops) are doing a rattling
business, and are not backward in predicting
that the result of this year's business will be
better than for years past. The import of rice
from Siam has fallen off a good deal during the
past three weeks, while the supplies from the
Yangtze continue as plentiful as ever—last year's
harvest having been more bountiful than the
present. The rice which is imported from this
city and Canton, as well as the rice in Swatow,
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Amoy and Foochow (where last year's drought
ruined the autumn crops) are doing a rattling
business, and are not backward in predicting
that the result of this year's business will be
better than for years past.MEETING OF THE LEGISLATIVE
COUNCIL.A meeting of the Legislative Council was
held this morning. There were present—
H. E. the Governor, Sir G. W. de Vaux; Mr. N. G.
Goodman (Attorney-General); Mr. N. G.
Mitchell-Jones (Colonial Treasurer); Mr. J. H.
Stewart-Lockhart (Registrar-General); Mr. J. H.
Brown (Surveyor-General); Messrs. Ho Kai,
and J. J. Keswick (unofficial members), and
Mr. A. M. Thomson, Clerk of Councils.The minutes of the last meeting were read
and confirmed.

THE MERCHANT SHIPPING ORDINANCE.

His Excellency—There is a question on the
agenda, by Mr. Ryrie. As he is not present
perhaps you, Mr. Keswick, as being very likely
interested in the subject, will put it in his place?The Clerk—Mr. Ryrie and Mr. Whitehead
both sent letters expressing their attendance.His Excellency—It is only the question about
the Merchant Shipping Ordinance—it is probably
interesting to you as well as to Mr. Ryrie; I
perhaps you would have no objection to putting
it in his place.Mr. Keswick—in the absence of the hon.
gentleman I shall be happy to ask—Will the
Government state definitely when the new
Merchant Shipping Ordinance will be intro-
duced?The Attorney-General—In reply I am directed
to state that the Government is unable to
definitely state when it will be introduced, but
the subject, I may add, has not been lost sight of.
Indeed before the question was asked by the
hon. member I went through the Bill with the
Harbour Master, and it was sent to the printers,
but has not yet been completed.

THE SUNDAY LABOUR QUESTION.

The Attorney-General—I beg to move the
second reading of the Bill entitled "An Ordinance
to restrict the Loading and Unloading of Cargo
on Sunday in the waters of the Colony." I should
like to say a few words on the Bill before it goes
into Committee. The subject is one in which I
look some interest, and I have read the paperon the subject. I read the minutes of the
International Conference held at Paris in
September 1889, and also that interesting
history of the Sunday Labor question in
Hongkong which was printed by direction
of Capt. Ashton, President of the Mercantile
Marine Officers' Association. Besides that,
I read the duplicate of some questions put
by the Earl of Meath, in the House of Lords.
I have felt some difficulty in the matter, and
had come to the conclusion that, in my opinion,
something might be done, when I received,
what I did not anticipate at the time, instructions
from his Excellency to draft a Bill on the subject
and submit it to him. The Bill, in its present
form, is the draft as passed by him, but it is
possible there may be improvements made in the
wording "cargo" may be made to exclude
and perhaps be more clearly defined in the amount
injured if not landed on a Sunday. Apart
from that the Bill appears to me to have
the sympathy of all members. This question
has apparently passed through three stages—1st,
That of a great grievance unredressed—that is
to say neglected, and, Public sympathy, due to
the mainly attitude of the Press on the subject,
in taking up the cause of these men, and so
causing some alteration in public opinion on
the matter. The answer of the Chamber of
Commerce may be taken, I hope, as the end
of the period, when there was some sympathy
expressed but nothing done. The question is
whether a little help is not worth a good deal
of pity. It has been reserved to his Excellency
to give that help, and I trust with the assistance
of the Council, that this Bill may give relief to
those officers on ships flying the British flag who
are compelled to work cargo on Sundays.The Colonial Treasurer seconded.
Mr. Keswick—I desire to say, with reference
to this Bill, that I think a certain injustice
likely to be done by the Bill, and I would
instance in particular those of the P. and
O. Co., for example, which, being subsidised,
is pledged to schedule times in the matter
of arrivals, and sometimes, I also believe,
in these departures for certain ports. If this
Bill is passed as it now stands the very
possible effect in many instances will be that
if a P. and O. steamer arrives on Sunday morn-
ing, and is due in Shanghai, we will suppose,
the following Thursday, and cannot work
cargo on the day of arrival, it is conceivable
that the cargo will be put in the amount
prescribed in such cases by the Government,
for not arriving at her destination in time. That,
of course, I believe will not be contemplated
by the Government in introducing this Bill—
there is no desire that there should be any
hardship, but that there should be a relief to a
very large class of officers. With regard to
other small steamers—the French, German, or
any other—of course I am not aware that they
are obliged in the service out here to arrive by
a certain day, or to arrive to pay a penalty,
but still such may be the case, and I think the
question of these foreign mail steamers requires
to be very carefully considered before this Bill
is made applicable to them. I don't think there
is anything further on this particular point that I
can say with regard to the amendment of the Bill,
but I hope that case will be taken with reference
to the schedule. Then the amount proposed as
the cost of a permit needs to be carefully con-
sidered, as if cost is not in all instances
applicable in an equal ratio, perhaps, to every
steamer. I may say, in passing, that I
believe it will be desirable certainly that every
steamer, whether large or small, should
pay the same sum, as the fact of a steamer
being small does not necessarily
imply that the importance of her getting away
on a Sunday, and consequently working on that
day, should not be greater than the importance
of a large steamer leaving for Shanghai or else-
where. Another point I would mention—an
important point, if small—is that yesterday I
had a visit from the manager of the Ice Company,
who pointed out that he was often obliged to
send ice on board at the last moment, when the
vessel was not necessarily working cargo,
and it also happened that at times this was not
for the ship's use, but for coast ports. Then
again, as to the Canton river boats, I would
point out that it is very important indeed that
there should be no restriction whatever to pre-
vent the proper carrying out of the traffic as at
present existing.His Excellency—I have followed the hon.
member's speech with great interest, and I am
glad to observe that he has put the same point
as I have mentioned that I have not already con-
sidered. With regard to mail steamers, I have
thought carefully on the matter, and (though
I am quite open to hear arguments on the
subject it appears to me that if we exclude from
the term "cargo" mails and passengers' luggage
we are conceding all that those steamers are
justly entitled to. If they choose to compete
with other steamers in the matter of cargo then
I think if they want to load cargo on
Sundays they should be put on the same position
as other steamers. Under their contract they are
perfectly at liberty to take in and put out their
mails and passengers, luggage if they choose,
but if they desire to compete with other steamers
in the matter of cargo then surely, in the absence
of some fact that does not occur to me now, they
should be put in exactly the same position as
other steamers, instead of being allowed the
unfair advantage of loading cargo when the
others are forbidden. With regard to the
foreign mail steamers, of course if the
East India Company, or the P. and O. Company,
they should in justice be put in the same
category of course it would be impossible to put
the Ordinance in force against them here until
we know clearly the terms of the new Convention
with France, and possibly, Germany. It will
be observed that whilst it is impossible
for the present to put the Ordinance
in force against the capitalists and consignees
of vessels, we shall, at the same time, introduce
a clause which will put the same position
on board of the vessel, which will put them
in the best position of any other category,
and certainly if they are put in the same position
as our own steamers they can have no reason to
complain. But until the terms of the new
Convention are made known it will not
be possible to put the Ordinance in force against
the master, or owner, or consignee. But as it
is not contemplated putting it in force at once
probably that objection will fall to the ground
before it takes effect. With regard to the
schedule, I trust the hon. member will assist us
with his experience in going through the Bill.
I need hardly say the experience of either himself
or anyone else concerned in the subject will be
most valuable. My object in introducing the
schedule (of course the sums are only tentative,
prior to their approval by the Council) is to put
down the smallest sum which will have a practical
effect in putting an end to cargo-working on a
Sunday. There is not the least desire to raise
revenue from it, and if it is possible that a
smaller sum will really have the same practical
effect I am not averse to considering whether it
should not be inserted. With the assistance
of the Attorney-General and Harbor Master
that tentative sum has been put down, subjectof course, to consideration here. But the
Ordinance altogether would be rendered per-
fectly useless unless that schedule contained
prices which were effective for the purposes of
the Ordinance. Upon that schedule depends the
whole Ordinance; but inasmuch as experience
may teach the necessity of altering it, the power
to do so has been lodged, by the Ordinance, in
the Governor-in-Council. With regard to the
other matters to which the hon. member has
drawn attention I may say they have been
considered by me, and the Attorney-General
has my instructions to move an amendment
in which ice and perishable articles shall be
excepted from the terms of the Ordinance.
That will not only cover ice but all perishable
goods coming by river steamers. Of course
there may be further improvements, but my
desire is that, having shortly after my
return to the colony and after all that had
occurred in the interim, having seen my way
to doing a needed act of justice, and having
given my promise to a gentleman largely con-
cerned in this matter that I would do my
best before my departure, I felt bound, so
long as the objections are not insuperable,
to perform that promise to the utmost, and
not go away without doing that act of justice
which the case appears to demand. I am sorry
to say that the unfortunate necessity which is
compelling me to leave the colony so long before
I had any intention of doing so, has made the
final consideration of this Ordinance appear a
somewhat hurried one, but as a matter of fact
it has not been by any means hurried, in the
sense that might be supposed. This subject, as
you all know, has been before the Government
for a long time, and the principle on which this
Ordinance is based had my conditional consent
given by the gentleman I mentioned, three months
ago. I think it is possible that experience may
show the necessity of amendment, but I also
think it would be a graceful act on the part of
this Council—now it has become clear that no
very serious harm will be done to anyone by
the Bill, and in view of the really very lukewarm
opposition of the Chamber of Commerce—to
give their opinion distinctly in favor of the
principle embodied in this Ordinance, by passing
it, even although it may not be altogether so
complete or perfect as it might be.The Bill then passed in second reading, and
the Council went into Committee.Clauses 3, 4, 5, 6, 7 and 8 were passed without
comment.Clause 9 (date).—His Excellency said that
with regard to this clause he was willing to give
what would be quite sufficient time, and had
only put the date (July 1) tentatively. He was
willing to give sufficient time to warn everybody,
that they might understand when this Ordinance
would be put in force. He had put July
tentatively, but had no objection to extending it
a month if it were thought that July would be
too short a distance.

No amendment; clause passed.

Clause 2 (interpretation).—The Attorney-
General moved an amendment, reading instead
of "Cargo shall not include mails or personal
luggage," "cargo shall not include mails,
personal luggage, ice, or articles of food of a
perishable nature or required for immediate
consumption."His Excellency suggested to leave out "or
after" nature.Mr. Keswick suggested that "live stock" be
also added to the exceptions. Frequently horses,
ponies, pigs, cattle, etc. arrived on Sundays and
it would be only right that they should be dis-
charged without delay, as they might suffer injury
if kept all day on board.Mr. Stewart-Lockhart pointed out the great
hardship of keeping a cargo of pigs on board a
steamer the whole of Sunday.The Attorney-General thought pigs would be
regarded probably as "perishable articles of
food."His Excellency thought the ill-treatment of
live stock already so great that an addition such
as this would scarcely make any appreciable
difference. However, if it were practicable
without introducing all the evils this Ordinance
was intended to cure he would be very glad to
make the amendment. He suggested "articles of
food of a perishable nature for immediate con-
sumption, or, in respect of discharging from
vessels, live stock," so that they would be still
included with regard to taking them on board.Mr. Stewart-Lockhart thought as pigs, etc.
ever had to be taken on board in Hongkong,
Mr. Keswick mentioned as a very good
instance racing horses and ponies being taken
on board on Saturday and left there all Sunday.
It was very desirable to allow them to be taken
on board on Sunday. He thought all live stock
should be allowed to be either put on board or
discharged on Sundays.Ultimately the clause was made to read
"mails, personal luggage, live stock, ice, or
articles of food of a perishable nature required
for immediate consumption."
Schedule, Form 2, passed without comment.Form 2 (scale of fees for permits).—His
Excellency thought that before reading the scale
perhaps Mr. Keswick would be good enough to
suggest the form in which his criticism would
apply to this schedule. He thought he gathered
that Mr. Keswick was rather under the im-
pression that large steamers were too heavily
taxed with reference to the smaller ones.At least His Excellency imagined that was his view.
Mr. Keswick thought that this scale of
fees was on the whole too high, but he recognised
that it was a very difficult matter to exactly say
what would be a fair scale to apply. In the
remarks he made before on this scale, he really
intended to say that it did not follow that light
steamer would be more important for a small steamer
to discharge or load on Sunday, pay the fee, and go
away, as much as in the case of a large steamer.For instance, in the case of a vessel going to
Swatow, where the cargo might be worth \$500,
important cargo waiting for her, say \$300,
it would be well worth her while to pay the
\$50 or \$75 for the fee so as to be in time
to procure that cargo. On the other hand, a
larger steamer might have no such cargo
waiting for her, but might have to go to
Shanghai or Woosung Bar by a certain time
in order to cross it, or be unable to get over for
several days. Therefore he maintained that the
size of the vessel was no fair reason for charging
her such and such a sum. He then said that
the whole of it would be desirable perhaps to
reduce this scale of charges, but in any circum-
stances to make the charge the same for all
vessels. He really thought, after the rather
hurried consideration of the bill that he had been
able to give to it, that that would be right and
fair. A large steamer might pay \$750 in order to
get over Woosung Bar, for instance, and a small
steamer might do the same; but he thought it too
much for a vessel over 2,000 tons to pay \$750.
This would represent in the case of the largest
steamer, roughly speaking, one day's demurrage.His Excellency—A good deal less than one
day's demurrage.Mr. Keswick thought it was about the same.
His Excellency said he was given to under-
stand that every one of these prices was below
the demurrage that would be paid by the vessel
in the different classes. He was given to under-
stand that it was so; of course he spoke subject
to correction.The Attorney-General said that in framing
this schedule he had the assistance of the
Harbour Master, and of course though they
took different views on some things, yet the
principle was that a large steamer might take a
large cargo than a smaller one, and it would bemore important to get away. What they wanted
to insure was to allow the officers to get their
Sunday rest, and to put the fee at such a figure
as to make it not worth the vessel's while to
work on Sundays. If the fee was put too low,
the shipowners would simply pay it as a tax,
an additional burden, and work just the same.Mr. Keswick, replying to the remarks of the
Attorney-General, thought this was one of those
cases in which the effect of the Ordinance, if
not identical. He understood that in
Bombay the scale of charges for Sunday labour
permits was the equivalent of about 12 cents per
ton of the ship's registered tonnage. Taking the
case for instance of a steamer of, say, 1,481 tons,
at 16 cents a ton, would be the equivalent of
\$236, roughly speaking.His Excellency pointed out that that was very
nearly 200 tons; and if the vessel was much
larger of course it was charged less in proportion
under this schedule than the Bombay rate. For
a large number of vessels the rate here would be
a good deal less than the Bombay rate: \$240
would be the Bombay rate for a vessel of 2,000
tons, whereas the maximum rate here was \$250
for the largest vessel.Mr. Keswick instanced a steamer of the size
of the *Banfield*, 1,481 tons, at 12 cents per ton, making
\$177.72. According to the scale put down here,
taking her roughly speaking at 1500 tons, it would
be \$225. His Excellency—No, she would come in
under 1500 tons, at the \$175 rate.The Attorney-General explained that he had
thought it would make too complicated a scale
to fix by the ton, and so he had tried to
approximate somewhat, and he thought with
some success.His Excellency thought that giving due con-
sideration to what the hon. member said, while it
was impossible to regulate exactly what sums
should be paid, he thought it right that the larger
steamers should pay a larger amount, roughly
speaking. There ought to be an ascending
scale by which large steamers, of say 1,700 tons,

To-day's
Advertisements.

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the ORDINARY GENERAL MEETING of the Company will be held at the HONGKONG DISPENSARY on THURSDAY, the 14th instant, at Three o'clock in the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Account to the 31st December, 1890.

The REGISTER of SHARES will be CLOSED from Monday, the 11th instant, till Saturday, the 16th instant, both days inclusive, during which period no Transfer of Shares can be registered.

And Notice is further given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the same place on the same day at the conclusion of the above named Meeting, when the following Special Resolution will be proposed:—

"That with a view to the further extension of the business of the Company in London and elsewhere, the Capital of the Company be increased to the sum of Six Hundred Thousand Dollars by the issue of 10,000 New Shares of the value of Ten Dollars each, and that such New Shares be issued by the General Manager at such time or times as he shall think fit, and be disposed of by him as if they were part of the Shares in the original Capital of the Company, in such manner, on such terms, and at such premium as he shall in the interest of the Company determine. The amount realized by way of premium to be put to the Reserve Funds."

By Order, T. H. TALBOT, Secretary. Hongkong, 5th May, 1891. 1678

ST. JOHN'S CATHEDRAL.

COPIES of the PETITION, recently published, in reference to the proposed withdrawal of Ecclesiastical Grants are awaiting signatures from those who have not yet signed, at the HONGKONG CLUB, Messrs. LANE, CRAWFORD & Co., Messrs. KELLY & WALSH, THE HONGKONG DISPENSARY, and THE VICTORIA DISPENSARY.

CHARLES FORD, Hon. Secretary, Cathedral Trustees. Hongkong, 5th May, 1891. 1679

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"VERONA,"
Captain F. H. Seymour, will leave for the above places on SATURDAY, the 16th inst., at DAY-LIGHT.

E. L. WOODIN, Superintendent. Hongkong, 5th May, 1891. 13

CANADIAN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION).

Empress of Japan | Tuesday... | June 2nd.
Empress of India | Tuesday... | June 30th.
Empress of China | Tuesday... | July 28th.

THE Steamship
"EMPRESS OF JAPAN,"
Captain G. A. Lee, R.N.R., sailing at Noon, on TUESDAY, the 12th inst., with Her Majesty's Mail, will proceed to VANCOUVER, via SHANGHAI, NAGASAKI, Inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.
To Vancouver, Victoria, Esquimaux,
New Westminster, Port Townsend,
Seattle, Tacoma, Portland, O., San
Francisco.....\$225.00

To Bann, Calgary.....\$225.00
To Winnipeg.....\$225.00
To Minneapolis, St. Paul, Duluth.....\$225.00

To Chicago, Kansas City, St. Louis.....\$225.00
To Milwaukee.....\$225.00
To Detroit, Cincinnati, Cleveland.....\$225.00

To Columbus, Hamilton, London, Ont.,
Toronto, Niagara Falls.....\$305.00
To Kingston, Ottawa, Montreal,
Quebec, New York, Albany, Troy,
Rochester, Baltimore, Philadelphia,
Pittsburg, Washington, Boston,
Portland (Maine), Halifax, St. John,
Liverpool and London.....\$325.00

To Paris and Havre.....\$345.00
To Havre and Hamburg.....\$345.00
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of steamers.

Special rates (first-class only) are granted to
Ministerial, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China, and Japan, and to
Government officials.

Return Tickets.—First and second class only.
—Prepaid return tickets to Pacific Coast, and
to Eastern and Interior Points of Canada,
and U.S.A. will be granted, available for
12 months at 25 per cent. off Return Fare.
50 per cent.

(Time is reckoned from the date of issue to
date of re-embarkation at Vancouver.)
Passengers to Pacific Coast Points and to In-
terior and Eastern Points of Canada and U.S.A.
not holding prepaid return tickets, but who re-
embark at Vancouver within 12 months from
date of issue of original ticket, will be allowed
50 per cent. off the return fare.

Prepaid return tickets to Liverpool and
London will be issued available for 12 months
at \$50 or for 4 months \$37.50.

CARBO.—Through Bills of Lading issued to
Japan, Pacific Coast Points, and to Canadian
and United States Ports.

Consular Invoices of Goods for United States
Ports should be in triplicate, and one
copy must be sent forward by the steamer
to the care of D. E. BROWN, Assistant General
Freight and Passenger Agent, Canadian Pacific
Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with
address marked in full by 5 p.m. on the day
previous to sailing.

For further information as to Passage or
Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 5th May, 1891. 164

To-day's
Advertisements.AUSTRO-HUNGARIAN LLOYD'S STEAM
NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
AND BOMBAY.
Having connection with Company's Mail
Steamer to ADEN, SUEZ, PORT SAID,
TRIESTE, VENICE AND FIUME.
THE Company's Steamship

"THISBE,"
Captain G. Costanzo, will be despatched as
above on THURSDAY, the 11th inst., at NOON,
taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, BLACK SEA, LEVANT,
and ADRIATIC PORTS.

Cargo will not be received on board after 3
P.M. prior to date of sailing.
For further information as to Passage and
Freight, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 5th May, 1891. 1677

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship

"RAVENNA,"
Captain E. Crews, will leave for the above
place about 24 hours after arrival here with
the Outward Mails.

E. L. WOODIN,
Superintendent.
Hongkong, 5th May, 1891. 13

Hotels.

THE MOUNT AUSTIN HOTEL.

A SELECT FAMILY AND RESIDENTIAL
HOTEL, situated 1,400 feet above the
sea level, commanding on those side a mag-
nificent view of the Harbour with the Mainland in
the distance, and on the other of hills and moun-
tains, with the sea beyond dotted with islands as
far as the eye can reach, surrounded by extensive
promenades and pleasure grounds, including
three good Tennis Courts. The Mount Pro-
menade alone is nearly an acre in extent, and
the Flagstaff in its centre can be seen from a
great distance in every direction.

The Hotel is replete with every accommodation
for Families and Gentlemen.

The Manager, Mr. ROBERT ISHERWOOD,
will be assisted by an Efficient Lady Staff, and
the Hotel will be conducted upon the best Eng-
lish system. The accommodation comprises a
spacious Dining Hall, Private Dining Rooms,
Drawing, Reading, Smoking, Grill, Billiard, and
Private Sitting Rooms, with Fifty-four Bedrooms
each provided with separate Bath-room, and
every convenience.

Tramway Tickets will be supplied to Visitors
at Reduced Rates.

The Hotel will open on or about the QUEEN'S
BIRTHDAY.

For terms apply to the Secretary at the
Company's Office, 38 and 40, Queen's Road
Central, Hongkong.

Hongkong, 30th April, 1891. 1674

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.

THIS HOTEL, situated in the most Central
part of Hongkong, has recently been
refitted, and has excellent accommodation for
visitors.

The Table is supplied with every delicacy of
the Season.

WINE, LIQUORS, &c., of the very best
quality only.

Charges Moderate.
HING LEE & Co.,
Proprietors.
Hongkong, 14th April, 1891. 1578

THE SHAMANE HOTEL
BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably
situated within a few minutes walk of the
River Steamer Wharves, is now open to receive
Visitors.

The Bed-rooms are cool, airy and comfortably
furnished, and the spacious Dining Room, Sitting
Rooms, and accommodation generally will be
found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every
luxury in season, and the cuisine is in expe-
rienced hands.

Wines, Spirits, Malt Liquors, &c., of the best
quality only.

A. F. DO ROZARIO,
Manager.
Hongkong, 4th November, 1890. 1047

THE BOA VISTA.
BISHOP'S BAY, MACAO.

THIS House, situated on the sea shore in one
of the best and healthiest parts of Macao,
and commanding an admirable view facing the
1st July.

Every comfort will be provided for visitors, with
excellent cuisine and choice Wines.

Hot, Cold, Shower and Sea Water Baths,
Large and well Ventilated Dining, Billiard, and
Reading Rooms, and well supplied Bar.

A small dairy is attached to the premises.

MRS. MARIA B. DOS REMEDIOS,
Proprietress. 134

For Sale.

HONGKONG TIMBER

YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER
Always on Hand. L. MALLORY. 1691

G. FALCONER & CO.,
WATCH AND CHRONOMETER MANU-
FACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 48, Queen's Road Central. 1692

NOW READY.
THE HONGKONG JOCKEY CLUB
RACE MEETING, 1891.

A Full Descriptive Report, in pamphlet form.
Orders may be sent to the following Agents:—
Mr. W. Brewer,
Messrs. Kelly & Walsh, Ltd.
Messrs. Lane, Crawford & Co.
or to
The "Hongkong Telegraph" Office,
Padda's Hill.
Hongkong, 14th March, 1891.

Intimations.

W. POWELL & CO.

EX S.S. "SHANGHAI" and "THAMES."

LADIES' and CHILDREN'S STRAW HATS,
FLOWERS,
RIBBONS,
MILLINERY, &c., &c.

W. POWELL & CO.

Hongkong, 25th April, 1891.

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

M. R. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly
assistant to Dr. ROGERS),
HAS REMOVED

TO
THE MARINE HOUSE,
QUEEN'S ROAD,
(next to the Telegraph Companies).
CONSULTATION FREE.
Hongkong, 7th March, 1891. 1395

S. I. E. N. T. I. N. G.,
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 18th March, 1891. 1448

NOTICE.

HONGKONG & WHAMPOA
DOCK COMPANY,
LIMITED.

SHIPMASTERS AND ENGINEERS
are respectfully informed that, if upon
their arrival in this Harbour some of the
COMPANY'S FOREMEN should be at hand,
ORDERS FOR REPAIRS, if sent to the HEAD
OFFICE, No. 14, Praya Central, will receive
prompt attention.

In the event of complaints being found
necessary, communication with the Under-
signed is requested, when immediate steps will be taken
to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary. 155

NOTICE.

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COMPANY, LIMITED.

Notices of Firms.

NOTICE.

THE PARTNERSHIP between HOLMES and
RODYK, Solicitors, is dissolved by day
by mutual consent.

HENRY J. HOLMES,
ARTHUR B. RODYK.
Hongkong, 14th April, 1891.

NOTICE.

THE Under-mentioned will carry on business at
his OFFICE No. 51, Queen's Road,
HENRY J. HOLMES,
Solicitor.
Hongkong, 14th April, 1891. 1579

HONGKONG CLUB.

NOTICE.

FROM this date and until further notice, Mr.
ED. JNO. BOARDS has been appointed
ACTING SECRETARY of the above Club.
By Order,
C. H. GRACE,
Secretary. 1655

HONGKONG CLUB.

NOTICE.

THE PARTNERSHIP hitherto existing between
the Under-mentioned has been Dissolved from
this date by mutual consent. All forward Settle-
ments will be attended to by Mr. G. H. POTTS,
POTTS & BARFF.

By Order,
C. H. GRACE,
Secretary. 1655

HONGKONG CLUB.

NOTICE.

WITH reference to the above I shall con-
tinue the Business of a SHARE and
GENERAL BROKER.

GEORGE HUTTON POTTS.

WITH reference to the above I shall con-
tinue the Business of a SHARE and
GENERAL BROKER.

CHARLES S. BARFF.

Hongkong, 30th April, 1891. 1656

HONGKONG CLUB.

NOTICE.

MR. JOHN GRANT will take charge of this
AGENCY during my absence from the
Colony.

H. U. JEFFRIES,
Agent. 1620

HONGKONG CLUB.

NOTICE.

TO LET.
With Immediate Possession.
No. 17, PRAYA CENTRAL.

OFFICES—above Messrs. Douglas, Laprak
& Co.'s Premises.

THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 24th March, 1891. 1432

HONGKONG CLUB.

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Hongkong, 24th March, 1891. 1432

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